

# CROKER TELLS OF HIS MANY MILLION AIR POWER PLAN.

Leader Asserts That Horses Will Soon No Longer Draw Freight and People in New York.

His Giant Carrier Company Will Revolutionize Present Trucking and Cab Methods.

Designed to Advance Civilization and Help Labor, Which May Take Part in the Scheme.

Richard Croker smiled blandly and rubbed his hands together in a genial way when asked yesterday if it was true that he was at the head of a many million dollar scheme to exploit compressed air as a motive power in New York City. "Yes," he replied, "Joseph Leiter's information to the Journal on that point is absolutely correct. I am one of the incorporators of the New York Auto-Truck Company, and we intend to do a general trucking business in New York, Brooklyn, Jersey City and the suburbs adjacent to those cities. I think I can safely predict the doing away with the present methods of trucking by the use of horses.

We shall give the present truckmen an opportunity to join our enterprise, and will make this company a corporation owned by the people of our city.

## Croker Says Horses Must Go.

"In my opinion, the horse as a pet, for pleasure driving, speeding purposes, and as a play toy in general, will for all time hold a place in the affections of mankind, but for business purposes—the carriage of freight, passengers and drayage along the wharves and piers and in the streets of our cities and towns—we must secure the force of the advance of civilization and the requirements of the present inventive age. As population becomes more dense, while the business portions of our communities cannot, for obvious reasons, readily be expanded, the public welfare requires a relief from the congestion of the streets, and that every possible measure be taken to aid in the sanitation of cities. In the substitution of auto-trucks and vehicles for horse-drawn carriages, we have found a great aid in the solution of these vital problems.

Self-propelling vehicles will allow the city of New York to be one of the most beautiful cities in the world, as the movement can then all be asphalted. The removal of the horse will also obviate the wear on the pavement.

"The new plan will greatly facilitate the handling of freight and will relieve the congestion of the streets. It will also create a field for organized labor.

"It will remove the dilapidated buildings now occupied by stables, and ramshackle storage buildings which will be supplanted by fine, elegant, fire-proof structures.

## Millions in the Scheme.

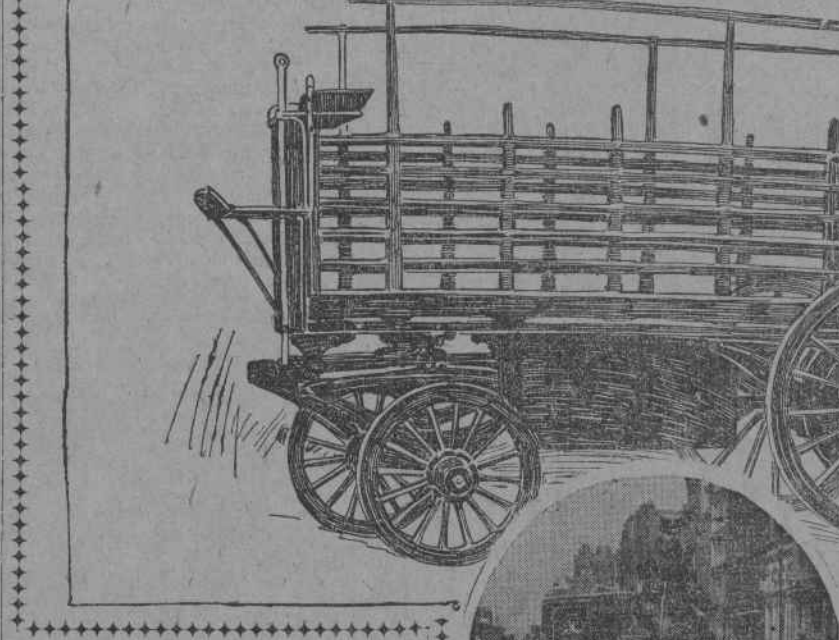
"The carrying of coal in Greater New York, while representing an annual expenditure of \$7,500,000, is only a small part of the enormous amount expended in New York for the handling of freight and goods.

"Our New York Auto-Truck Company is composed of solid business and mechanical men. The incorporators are Senator Arthur P. Gorman, of Baltimore; Nathan Straus, proprietor of the R. H. Macy & Co. store, New York; Lewis Nixon, designer of our navy, president of the East River Bridge Commission, and also proprietor of the Crescent Ship Yards, at Elizabethport, N. J.; Joseph H. Hoadley, owner of the Hoadley-Knight compressed air systems, now being installed by the Metropolitan Street Railway Company on their cross-town lines, and myself.

## Present Capital a Mere Beginning.

"Mr. Hoadley is the president of the company. We incorporated yesterday, in New Jersey, as the Journal reported, at \$10,000,000. This sum is only intended to represent a capitalization sufficient to properly organize the business, after which the necessity will require a large increase of capital.

"The New York Auto-Truck Company will use compressed air as its motive power. The International Air Power Company, owned by the Leiter Rothschild syndicate, will do the manufacturing for the company at their Philadelphia and Worcester shops. W. H. Knight, formerly chief engineer of the General Electric Company, has been appointed chief engineer of both



## THEY SEE MILLIONS IN COMPRESSED AIR.

These are men who see millions in the application of compressed air as a motive power, and who have associated themselves together to promote two giant corporations; one organized for the manufacture of air motors, and the other as a carrier in and about New York City of freight and passengers: Richard Croker, Joseph Leiter, Nathan Straus, Lewis Nixon, Robert F. McKinstry, Senator Arthur P. Gorman, Joseph H. Hoadley, Edwin F. Glenn, Harry E. Knight, William Knight.

Of these companies, Mr. Knight is also chief engineer of the American Air Power Company, of New York, owned by the Worcester syndicate. "George S. Graham, District Attorney of Philadelphia, and Henry W. Knickerbocker, Worcester, Mass., are the counsel of our organization, and Judge Augustus Van Wyck will be general counsel of the company.

Asked if the new concern would conduct a cab system, Mr. Croker said as he loved out of the Democratic party, and enlisted at two sources of automobile: "These cabs will not be in it with those we will run with compressed air, and our cabs will be useless, too."

Leiter Planned the Big Scheme.

As the Journal reported yesterday, Mr. Croker's company and the International Air Power Company were incorporated at the same moment, at Trenton. They are so closely allied as to be regarded practically as one company. The originator of the double scheme is Joseph Leiter, of Chicago, the noted wheat manipulator, who has also bought the foreign rights to the patents of the American Air Power Company, and has an ambitious scheme for revolutionizing passenger and freight traffic in the big European cities. With Mr. Leiter in the power company are Robert L. McKinstry, Joseph H. Hoadley, William Knight, Harry E. Knight, all of New York, and Edwin F. Glenn, of Philadelphia. The province of the Power Company

# FIRE BREAKS UP OLD CONEY'S NAP.

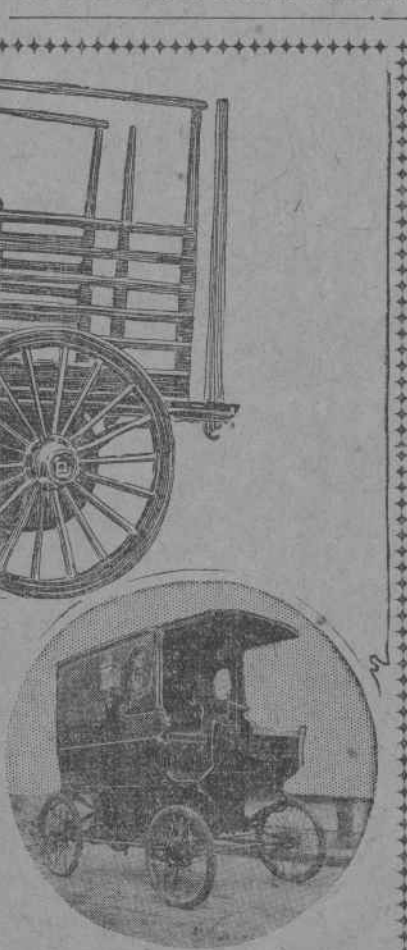
Winter's Snooze Disturbed by Alarm Bells and 3,000 Sleeping Ones Awake.

## FIVE BUILDINGS DESTROYED

Only the Island's "Luck" Stops a Conflagration and the Loss of the Bowery.

At 12:15 o'clock a fire started in an unoccupied two-story frame building owned by F. Scuitto, at Bushman's Walk, caused an enormous blaze—CONEX ISLAND POLICE REPORT.

Just how an overheated stove came to prevail to the point of ignition in an unoccupied building the report does not say, but it paves the way for the story of the biggest fire Coney Island has experienced since the elephant burned. Five buildings were destroyed, entailing a property



## An Air-Power Truck and the Men Who Will Introduce It.

The new trucks are to be propelled by compressed air and Mr. Croker, who has organized a company to operate them, and Mr. Leiter, their constructor, say that the day of the horse as a beast of burden in the big cities is about to pass away.

loss of about \$15,000, and a man fell off a building and broke his leg.

"Coney Island looked like a deserted village at noon. A person not acquainted with the place would have been justified in believing that it was unoccupied. A lone policeman discovered fire in the Scuitto building and turned in an alarm. The fire spread rapidly, and to six Coney Island frame houses a distance of two blocks were turned in, bringing engines from Gravesend and Sheepshead Bay. It was only providential Coney Island luck that stayed off the conflagration.

With the advent of the fire engines came the awakening of the wooden city by the sea. From every hotel, each and every one, a fire alarm was sounded. Firemen, stopping at Coney Island while resting from the fatigue of working back from Sheepshead Bay, hurriedly and dragged trucks and dogs from hotels blocks away from the scene of the fire.

At one time it seemed that the fire would sweep down the Bowery, taking in both sides of the thoroughfare. A Coney Island tramp, climbing to the roof of a hotel to view the fire, got too close to the edge and fell to the ground. He will have longings in a hospital for at least a month. This was the only casualty. The blaze principally proved that it is impossible to destroy Coney Island by fire, and that excitement will scare out at least 3,000 persons any Sunday morning in Winter at New York's favorite Summer resort.

Saw His Hat On Another Man. William A. Howell, a Middlesex County detective, was the victim of a snafu Saturday at New Brunswick. In his absence from his room a young man entered it and exchanged clothing with him. Later a policeman in citizen's clothes arrested a fellow, who gave him name as James Riley, of Philadelphia. Detective Howell visited the jail and found the man wearing his waistcoat and hat.

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# ATTALIE CLAIRE'S CHILD KIDNAPPED.



Miss Attalie Claire. (Photo by Eldredges Bros., New York.)

Miss Claire, the beautiful singer, was surprised in her room at her home yesterday by Dr. Alfred Kayne, her husband's physician, from whom she was separated, who broke in with a crowbar and kidnapped her little daughter. Dr. Kayne threatened to kill a young lawyer, who was in his wife's company.

## Dr. Kayne, Her Husband, Broke Into Her Room with Crowbar.

Armed with a crowbar and disguised in a blond wig and a false pair of yellow diamonds, Dr. Alfred Kayne broke into the room of Attalie Claire, the well-known operatic singer, who is his wife, and kidnapped their pretty three-year-old child. All this happened on Saturday night at No. 74 Madison avenue.

Attalie Claire, who used to sing in Lillian Russell's company, and who made a pronounced hit in "La Cigale," attracted the attention of Dr. Kayne about four years ago. He was a young Bellevue Hospital physician, whose father had recently left Mrs. Kayne, a wealthy widow, and who had never in attracting the notice of the actress in return, and soon he led her to the altar. Their married life was not happy for long. Mrs. Kayne received anonymous letters telling her that the doctor was the lover of a certain blond soprano with whom it was asserted, the physician was very much in love. They separated. Later Mrs. Kayne learned that he was about to elope with one Florence Cookin. She first called on her husband, but he then had her husband arrested on a charge of abandonment, causing him to miss the Tropic, on which he was about to sail.

Dr. Kayne Plans a Coup. Dr. Kayne, whose name is well known to the police, was living at an elegant boarding house at No. 74 Madison avenue, and that she was very friendly with a certain well-known lawyer. It is said that the husband went to Newburg, from which town his wife originally came, and enlisted the services of a young woman, who had known him in her youth. This woman went to Miss Claire with a "hard luck" story and induced the actress to employ her as her maid. While Dr. Kayne was away, the woman, who was known as "Florence," was daily reported to Dr. Kayne of all her mistress's doings.

As a result of these reports was that on Saturday afternoon a man, who knew Dr. Kayne, the manager of the boarding house, called there and asked two rooms directly above those occupied by Miss Claire, saying that he desired them for two friends of his who would arrive from Buffalo that evening. Dr. Kayne did not care to go to a hotel. Promptly at 10:30 p. m. Dr. Kayne and a man, who it was subsequently said was his brother, arrived at the boarding house and broke into the room of Miss Claire, who was then alone, and kidnapped her child. The man, who was known as "Florence," was daily reported to Dr. Kayne of all her mistress's doings.

Their blond hair and whiskers were so palpably false that Miss Kayne thought at first that they might be the long-haired crew, and the eyeline of mercury which poisoned Mrs. Adams; but when she concluded that they were a couple of rascals, whose business in New York had something to do with the "green goods," and who therefore desired to remain incognito, he showed them to their rooms.

Maid Gives Mysterious Signal. A little later, it is said, Miss Claire's maid slipped out of her apartment, and, going to the door above, gave three mysterious raps upon the door of the room occupied by the two men. They quickly emerged, and, shaking downstairs on their faces, gained the apartment of Miss Claire. Dr. Kayne, whose lightning false whiskers had broken adrift on one side, pulled a burglar's flimpy from his pocket and made a desperate attack upon the door. It yielded at once to his touch, as it was not locked.

Accounts differ as to what Dr. Kayne discovered. Friends of Miss Claire say that she and the lawyer were groped around a box of caramels, discarded them and the revised statutes. Dr. Kayne, however, was heard to exclaim: "Tearing off his wig and beard and disclosing his identity, which had never been effectually changed, he denounced the pair, threatening to kill the lawyer and declaring that at last he had secured the long-lacking evidence for an absolute divorce.

Even the hall roomers, heard the new mad rush to Miss Claire's apartments in time to catch themselves like "sappers" upon the stairs to form the necessary dramatic setting. Manager Crew, in striped pajamas, was one of the first upon the scene. He then Dr. Kayne had removed when he muffled his blond wig, when several maiden ladies in night caps, announced to him that they would leave the house in the morning, in which "goings on" were permitted.

Steals Away with the Child. After Manager Crew had pacified every one but himself, the perfidious maid came from her room with the three-year-old child of Miss Claire, fully dressed for bed. Dr. Kayne grabbed it, and made a hasty exit to the sidewalk with his brother. There he gave a mysterious wink and a carriage, which had been concealed somewhere in the vicinity, drove up. The three got into it and departed.

The capture of the child was so sudden and unexpected that no more was made to meet it. The lawyer sat dumfounded and astonished at the scene. He said little.

# CROKER PITIES THE MANHATTAN CLUB.

Expresses Regret That It Is in Serious Financial Trouble.

## THE LAST DITCH REACHED.

Famous Organization Likely to Be Forced Out of the Old Stewart Mansion.

The Manhattan Club, once famous and as exclusive as the Union League, is today face to face with a financial problem which must be speedily adjusted or else go to pieces.

The club has lost ground steadily for three years. It has been struggling against odds that those members who have had the direct management shouldered upon them by the honors of election could not overcome. And now the club must give up its palatial home, the Stewart mansion, at the northwest corner of Thirty-fourth street and Fifth avenue, opposite the Waldorf-Astoria.

Efforts are being made to cancel the lease. If this cannot be accomplished or sufficient funds raised to pay off at least \$40,000, the auctioneer's gavel may soon be seen protruding from the front door casting off that mansion.

The managers are legally responsible for the debt. They held a meeting on Thursday and decided to test the loyalty of the present membership. This has fallen off from almost 1,200 to only a trifle over 800. To-day each one of these members will receive a notice of a \$50 assessment, with a request to make prompt payment. The effect of this final move is anxiously awaited by the members of the governing board. It is their last ditch, and they will act at the next meeting in accordance with the result.

## Looking for Cheaper Quarters.

Even now a committee, including Frederick Conder, the president, is studying how to get out of the lease and secure cheaper quarters. Richard Croker is credited with the downfall of the Manhattan Club, whose members are said to have flocked to him and helped him to build up the Democratic Club. Mr. Croker was found there last night. When spoken to concerning the Manhattan Club's difficulties, he replied: "I could not tell you of anything but the misfortunes of others."

It was hinted that his victory would be complete when he took possession of the Stewart mansion and moved his Democratic club there and that such was his intention, but in answer for this he said: "We are comfortably situated here and quite contented."

The Manhattan Club pays \$37,500 a year rental in addition to the taxes on the property, which have been increased each year for three years. During the last year of Mayor Strong's administration, the members of the club declared, the assessment ordered was an increase of \$100,000, but a committee waited upon the Mayor and asked why their assessment had been increased while the Union League was left alone. The increase was stricken off. This year there will be another increased assessment.

Since 1890 the Manhattan Club has occupied the Stewart mansion, which was built by the great merchant for a private residence. The ground alone today is worth \$1,500,000. The house and ground cost \$200,000. The club moved into the mansion was \$150,000, and from that time there was increased extravagance until about three years ago, when the club was forced to help alone was required \$50,000 a year.

When the membership began to fall off the initiation fee of \$250 was reduced to \$100, and the dues to \$50. The membership list continued to decrease, with no new names to take the places of those leaving. Of the 800 members to-day fully one-third are non-residents and pay only \$25 a year. The others are assessed \$100 a year. The cutting of the initiation fee deprived the club of its former exclusiveness.

Silverster J. O'Sullivan, Chairman of the House Committee, said last night that he always objected to this place as a clubhouse. I have advocated getting other quarters. It is entirely too large, and we do not need it. It is surrounded by all this marble. It was thought that the Waldorf-Astoria would help us in our membership attendance, but instead it has been a burden. It would be much better if it were not so near."

The officers of the Manhattan Club are Frederick Conder, president; Charles H. Bracy, vice-president; David B. Gilbert, secretary, and Arthur Ingraham, treasurer.

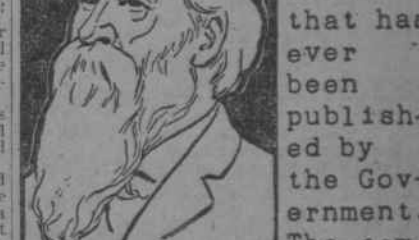
## Publications.

"Messages and Papers of the Presidents"

Authorized by Congress

(Extract from a letter to Hon. James D. Richardson, of Tennessee, the editor.)

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is perfect in my judgment.

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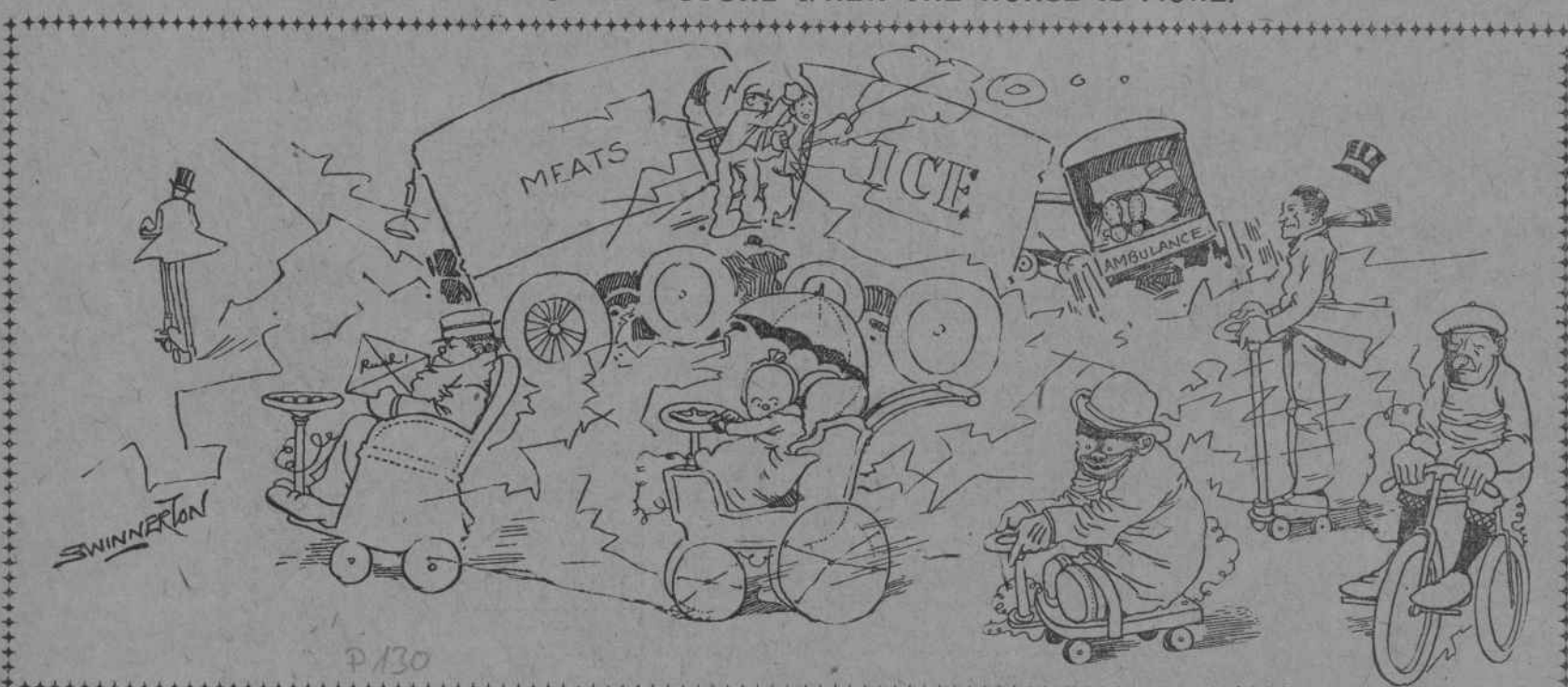
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## A PEEK INTO THE FUTURE WHEN THE HORSE IS MORE.



The time is ripe for some poet with a bulging brow and a kind heart to write "The Lay of the Last Horse," for the day appropriate for the piping of the lay of the last horse is drawing nigh apace. The compressed air motor scheme in which Mr. Croker and young Mr. Leiter are interested, designed to eliminate the horse as motive power of trucks, is the last blow at the usefulness of the patient equine. Between the bicycle and the motor the horse is about as necessary to life in a great city as the yak or the boo-noo bird.

From present indications the ushering in of the twentieth century will be coincident with the passing of the equine and the confining of his sphere to oil paintings, museums and the interior of bales of frankfurters for export to Germany. The rapid adoption of electricity as motive power on the street railways of the city has already thrown on the market so many horses that the noble animal will roam about like homeless dogs and cats do to-day, begging for something to eat. About the only use that can be found for a horse then will be to make a houseful of the horse as in the case of the horse who was used to feed the people of the city of New York.

It is with feelings of regret that the feeling of regret is somewhat smothered in the possibilities arising from the spread of motor propulsion. The Frenchman has given us the motor bicycle, and mechanical geniuses are working on schemes to build small platforms upon which a man may stand, and by the turn of a crank motor himself along the street instead of walking. One forgets the finish of the horse in the contemplation of the imaginary spectacle of Broadway pavements pecked with people whizzing along on rollers and steering themselves by turning a wheel.

The passing of the horse furnishes opportunity for reflection. It is a far-reaching question affecting many men. What is going to become of the horse? Not every horseholder can become a successful pugilist. What will be the finish of the hay, grain and chopped feed men who cater to the inner wants of that noble animal, the horse? With no market for their wares they must perforce be compelled to get out of business. What is going to become of the farmer's hay crop and out crop, and what will be done with the costly heavy stables? To a student of economics the driving of the horse out of the life of the city is fraught with great opportunity.

And, speaking of hay and horses, there is one thing that reconciles us to the passing of the horse. It will ultimately result in the passing of the hay crop, and it is hoped that this will eventually result in the passing of the song writer who thinks it necessary to put something about "the smell of new mown hay" in every turn of his pen. Should this come to pass it alone will compensate for the elimination of the horse.